

## THEORIES ABOUT FOOD.

Also a Few Facts on the Same Subject.  
We hear much nowadays about health foods and hygienic living, short vegetarians and many other fads along the same line.

Restaurants may be found in the larger cities where no meat, pastry or coffee is served, and the food crank is in his glory, and arguments and theories galore advanced to prove that meatless eating is not only the human wisdom, and almost make us believe that our sturdy ancestors who lived more than a century ago did not eat meat, but, perchance, were more healthy because they observed the laws of health.

Our gastronomes have other things to do than formulate theories about the food they ate. A warm bath will extend to any part of the body.

A healthy appetite and common sense are excellent guides to follow in matters of diet, and a mixed diet is the best.

As compared with grains and vegetables, meat furnishes the most nutrition in a high percentage, and the digestibility is augmented more quickly than vegetables and grains.

Dr. Julian Thompson on this subject says:

RAILROAD NEWS  
FROM ALL POINTS.

Regular Quarterly Conference of Western Executive Officials in New York.

## THE CHAIRMAN'S STATEMENT.

To Await Meeting of Northwestern Presidents — Transcontinental Association — Montreal Is Asked—Elections—Notes.

## HOSPITAL SPECIALIST.

New York, Sept. 18.—About half of the prominent Western roads were represented at the regular quarterly meeting of the presidents and executive officers of the roads operating in the territory west of St. Paul, Chicago and the Mississippi River, in the Equitable building, to-day.

Among the officials present were President Stewart Fish of the Illinois Central, President Burt and Chairman E. H. Harriman of the Union Pacific, Stuart R. Knob of the Kansas City Southern, President Bishop, Vice-President Morton and Chairman Walker of the Atchison, Topeka and Santa Fe, President Purdy, Vice-President Johnson and R. E. Alderson of the Rock Island, Vice-President Harris of the Chicago, Burlington and Quincy, Vice-President St. Louis and San Francisco, President Bratton of the St. Louis and San Francisco, President of the Chicago and Alton, General Traffic Manager and Traffic Manager of the Wabash.

The Mexican International and Mexican National roads were represented by J. Stuart Mackay and W. B. Ryan, respectively.

During the two sessions there was an informal discussion of traffic and rate conditions. No committee reported, the chairman reporting that time had not come for a committee to be appointed. Committee conferences will be held as soon as possible in Washington, D. C., and the Wabash Air Line, each company assuming one-half the cost.

## IMPROVEMENTS ON U. &amp; W.

During the past year the Chesapeake and the Wabash have completed 100 miles of new track, and the grade elevator at Newport News. The C. & W.'s tunnels at Newport News now include sixty-five miles of good track, four merchandise and three coal tracks, two grain elevators and a passenger elevator.

The contemplated improvements at Richmond, Va., are well under way. The sub-grade has been leveled, and the bridge at Richmond connecting the three divisions of the road centering in that city is nearing completion. The superstructure, as well as the approaches, will be completed as soon as possible by the Chesapeake and Ohio and Standard Air Lines, each company assuming one-half the cost.

## GRANTED REDUCED RATES.

Southwestern men have granted a one- and one-third rate for the following meetings:

Cochitankwa and Chattanooga National Park Commission; annual reunion Society Army of the Cumberland Confederate Veterans; annual reunion of the 10th Indiana; 10th Indiana; annual reunion Spanish American War Veterans, Chattanooga, Tennessee, October 9-11.

National convention of Frimley Baptists in the United States, Fulton, N. Y., November 14-16.

## PERSONAL AND CURRENT NOTES.

At the conclusion of the session Chairman Justice gave out the following statements:

"The session, which was devoted to the purpose of advocating plans to strengthen the railroads in certain territorial sections, was adjourned with interest by the officials. Traffic conditions in the territory, the best methods to ascertain traffic force and regulate rates and traffic in connection with commerce were the chief matters still under discussion."

The partial failure of a plan formulated by Justice for the appointment of district commissioners at railroad centers, and the successful attempt of the transcontinental passenger association at Grand Rapids to obtain on any of these subjects was taken.

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